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ORIGINAL

REGIONAL TRANSIT AUTHORITY

March 11, 1994

Members Present:

Bruce Laing, Chair, King County Councilmember
Bill Brubaker, Vice Chair, Snohomish County Councilmember

King County

Don Davidson, Bellevue Mayor
Mary Gates, Federal Way Mayor
Cynthia Sullivan, King County Councilmember
Jane Hague, King County Councilmember

Pierce County

Sharon Boekelman, Bonney Lake Councilmember
Paul Miller, Tacoma Deputy Mayor

Washington State Department of Transportation

Sid Morrison, Secretary

The meeting was called to order at 1:42 p.m. by Chairman Laing in the King County Council Chambers, King County Courthouse, Seattle, Washington.

MINUTES

It was moved by Ms. Sullivan, seconded by Ms. Hague and carried by the unanimous vote of all Regional Transit Authority (RTA) Board members present that the minutes of January 28, 1994 be approved as presented.

REPORT OF THE CHAIR

Mr. Laing said that with nine Board members present at this time, a quorum exists and action may be taken on agenda items.

Mr. Laing gave the following report:

I would like to remind members of the audience of a form available for those who wish to address the Board. At this time, no one has filled out a card. If you wish to address the Board today, please sign up at this time.

The Board authorized the Executive Director and myself to attend the Legislative Conference of the American Public Transit Association (APTA) in Washington, D.C. During that visit earlier this week, we not only had the opportunity to have extended conversations on the Regional Transit Plan, which was a terrific opportunity for us to discuss issues, but also, through the efforts of the Legislative Task Force, we had an extensive series of sessions with our state delegation.

Regional Transit Authority
March 11, 1994

Mr. Matoff will give more specifics in his report. I wanted you to know we met with both Senators Murray and Gorton, and Representatives McDermott, Dicks, Cantwell, Kreidler and Swift. We also met separately with Representative Dunn. In addition, we met separately with the staff to some of the Representatives who are on key committees from the standpoint of our legislative program. I felt good about the organization done by the Legislative Task Force and our lobbyists in Washington, D.C.

PUBLIC COMMENT

Mr. Laing asked for public comment at this time, and there was none.

EXECUTIVE DIRECTOR REPORT

Mr. Matoff gave the following report:

As Mr. Laing indicated, he and I and Mr. Earling attended the APTA Legislative Conference in Washington, D.C. Sunday through Wednesday of this week to pursue our federal agenda. We met with both Senators Gorton and Murray and with congressmembers Cantwell, Swift, Dicks, McDermott, Dunn and Kreidler and with their staffs. It was a pretty intensive and extensive visit, and a good opportunity to press our federal funding agenda.

There were also staff present from Metro to discuss issues related to the liquid natural gas (LNG) buses. With regard to our two rail transit authorizations, the \$25 million commuter rail authorization where we are seeking appropriation of an additional \$4.7 million, there was general consensus that we should pursue that and we would enjoy unanimous support of all members of Congress that we met with. The intent is to try to obligate as much of that as possible for track and signal work after the environmental assessment has been completed and we have satisfied the other requirements of the Federal Transit Authority (FTA).

Regarding the \$300 million appropriation, our main concern is protecting it from rescission. With budget constraints being what they are and a low lid on discretionary domestic spending, every unused authorization is a target. We are asking our Congressional delegation to use some of their chips with their fellow members and to assure them we are working vigorously on our work program here. We explained that we are gearing towards a vote on May 1995. I think they were also unanimous in impressing upon us the need for development of a sense of urgency. Their concern was that we finally put together a plan, get some local funding and begin requesting justifiable appropriations against that \$300 million authorization.

In that regard, there are hearings scheduled next month and in late April by the House

Regional Transit Authority
March 11, 1994

Appropriations Transportation Subcommittee to discuss the specific appropriation of the \$4.7 million for commuter rail. It may be advisable, as we get closer to the time of those hearings, to consider sending one or both of us back to testify, preferably accompanied by staff or a member of Congress, like Representative Dicks, as he is on the Appropriations Committee. We have requested time on the agenda. If it appears it would be helpful to appear in person, we will come back seeking authorization to travel again.

I learned today that our representative in Washington, D.C., Mr. Levane, accompanied by Representative Dicks' staff, met with the staff of the Appropriations Subcommittee yesterday to discuss this agenda. If I understand it correctly, when the discussion for an additional appropriation from the \$25 million was raised, the House staff responded with what I will characterize as an acute degree of skepticism. I think we may be seeking some additional Congressional support to insure our agenda is met this year. It is pretty clear that if we have a favorable vote on local funding in May, our hand will be strengthened in seeking appropriations next year. We may be looking for committee language from Congress this year acknowledging our intent to approach them next year with a request for a large appropriation.

I believe our trip to Washington, D.C. was fruitful. Our eagerness to proceed is matched with Congressional hopes for us to succeed. I think it was good that we went there and had our voice heard.

Mr. Davidson asked who is the RTA's representative in Washington, D.C. Mr. Laing said Mr. Levane is employed by Denny Miller and Associates. Denny Miller and Associates represent the Washington State Department of Transportation (WSDOT) before Congress and their services were offered to the RTA, he explained, which is something for which the RTA is grateful.

Mr. Laing said the arrangements for meetings in Washington, D.C. were excellent.

Ms. Boekelman asked are there any plans for a RTA representative to attend the APTA Conference on commuter rail in April? Mr. Matoff said I would like to attend that conference, and I am recommending that Mr. Bob White attend as well. I think it would be very useful, since we are in negotiations with Burlington Northern (BN) and Union Pacific (UP), for us to obtain specific information regarding the ways other transit authorities have negotiated through some of these issues with these railroads and others, he stated. We are looking for a record of experience in resolving some of the issues we are facing, he said, and insuring service at the lowest cost to the agency.

Regional Transit Authority
March 11, 1994

COMMUTER RAIL

Review of Resolution No. 18 Authorizing Executive Director to Enter into Agreement on Station Planning

Mr. Bob White gave the following presentation:

Resolution No. 18 was distributed today as an information item (copy on file), with action expected at the March 25 RTA Board meeting. The purpose of this resolution is to authorize the Executive Director to enter into interlocal agreements with communities along the commuter rail alignments we are studying in the environmental assessment. The interlocal agreements attempt to define relationships between the RTA and the local transit agencies and local jurisdictions. The primary purpose is to coordinate the agency's work necessary in order to site stations and to proceed with design of those facilities and implementation of commuter rail.

In many respects, staff has been working with these jurisdictions in the same approach since fall of 1993, when we initiated this project. The agreement was designed to test an approach to station area planning which, in commuter rail, is somewhat less complicated than we will face when we do this for light rail transit. But it does give us a chance to begin developing a working relationship with jurisdictions having to do with land use planning and facilities planning near the stations.

The draft is essentially presented as a "one size fits all" agreement, recognizing that the circumstances in each jurisdiction are unique and that we will need to tailor this to fit those unique circumstances. Specifically, there are already grants by the RTA, and a couple of the local jurisdictions affected by this, that outline a scope of work and responsibilities. Maybe a supplemental agreement is not necessary in those cases.

The primary purpose is to identify responsibilities and who would lead each stage. I will not go over all of them at this time. The agreement attempts to demonstrate that the RTA understands that the relationship with their community is an area for which they should have lead responsibility. We are prepared, as part of these agreements, to financially support that work. The federal grant does allow us to pass funds through as does the budget you adopted to help them gather this information.

I would be happy to answer any questions now or over the next two weeks after Board members have had a chance to review these materials.

Mr. Brubaker asked what is the status of the North Corridor commuter rail project? Mr. White said staff has completed the feasibility study authorized in November. It is being reviewed by the staffs of the various agencies and we expect to come back to the Board on March 25 with the results of that study as well as the Tacoma/Lakewood commuter rail project, he concluded.

Regional Transit Authority
March 11, 1994

Mr. Laing made the following remarks:

Yesterday morning there was a joint meeting of the Growth Management Policy Board, the Transportation Policy Board and the Puget Sound Regional Council (PSRC). There was discussion and an update of the Regional Transit Plan and an update of Vision 2020 addressing the criteria regarding station area location and planning as being a part of the guidelines that might be considered by the Regional Council. I mention this because those two boards are having initial conversations about the extent to which the regional councils should look at adopting criteria. Where do we stand? We might advise them of that in light of their conversations. The RTA system plan and plans that lead to funding have to go to the regional councils for a conformity finding with the RTP. It might help us anticipate any issues related to that.

Mr. White said there has been work done by the regional council staff and RTA staff to outline interlocal agreements defining respective roles and responsibilities of the two agencies. I believe Mr. Brubaker, as President of the Regional Council, appointed a committee to look at that, he said. As a result of that process, we have not addressed that relationship in this interlocal agreement, he explained; it will be dealt with in that larger concept. Staff will continue to coordinate, he noted.

Mr. Brubaker said I think the committee has met once and delayed additional meetings until Mr. Matoff came on board. The committee will now proceed, he noted.

Status Report - Discussion with Railroads

Mr. White made the following statements:

At the last RTA Board meeting, I gave a general report on where we stand. Since that time, we have proceeded from a second draft to having forwarded to the railroads today the third draft, which we believe meets most of the technical issues raised in the second draft. We have made progress. There is still at least one important area in which we have not reached agreement, particularly with BN. It has to do with the approach to providing a service operator on the commuter rail. Mr. Matoff and I will meet with representatives of the BN next week and hope to make some progress at that time so that by March 25, we can report in more detail.

FINANCE COMMITTEE REPORT

Mr. Laing said that as Mr. Nickels is not present today, Mr. Davidson will give the report of the Finance Committee.

Mr. Davidson gave the following report:

Regional Transit Authority
March 11, 1994

The Finance Committee dealt with three issues, one of which is listed on today's agenda. The Committee briefly discussed this year's budget both from a revenue and expenditure standpoint, and the effects of any legislation that might go through. We do not know the outcome, but I understand the Legislature will remain in session for a couple of extra days.

We had some initial budget discussions about the budget for 1995. We are thinking towards those ends.

The other issue discussed by the Finance Committee is before the Board today: Resolution No. 17. I understand the Board must take action on Resolution No. 17 by March 18. It is an application that ultimately will affect federal fiscal year 1995 from the Surface Transportation Program, (STP). This runs through the WSDOT, but we must initiate it now.

It was moved by Mr. Davidson, seconded by Mr. Miller and carried by the unanimous vote of all Board members present that Resolution No. 17 be approved as presented.

Mr. Davidson said the Finance Committee briefly discussed the subject of personnel benefits. As Mr. Laing was involved in those discussions, he said, I will ask him to provide this report.

Mr. Laing made the following statements:

The Board authorized the Chair to enter into agreements with the Executive Director and the Clerk for their services, which would include benefits comparable to those available to local jurisdictions. Along that line, I brought to the Finance Committee a proposal that both the Executive Director and the Clerk receive the benefits offered by the Association of Washington Cities for medical, dental, vision and life insurance. The package of coverage offered is comparable to that of other jurisdictions, and in fact offers a wider range of opportunities for employees at a lower cost than others found by the Clerk of the Board. I have exercised the authority given to me by the Board, after reporting to the Finance Committee, in providing these benefits.

There are two aspects remaining: social security and the PERS system. These will be addressed at a subsequent meeting and reported to the Board following Committee deliberations.

I would be happy to respond to any questions.

RULES COMMITTEE REPORT

Mr. Laing said the Rules Committee meeting of March 4, 1994 was cancelled; the next meeting is scheduled for March 18 from 1:30 to 3:00 p.m.

Regional Transit Authority
March 11, 1994

PUBLIC INVOLVEMENT COMMITTEE REPORT

Ms. Boekelman gave the following report:

The Public Involvement Committee did cancel its March 10 meeting because many members were out of town.

Staff is preparing public involvement activities and materials for the coming months. We are seeking ideas for the first phase ballot proposal. The outline for public activities will be available at the next meeting. Among those being planned are presentations to local jurisdictions, and civic groups in addition to an informal mail-back questionnaire.

Available today you will find a summary report of the Tacoma-Seattle Commuter Rail scoping meetings; copies are also available for the public (copy on file). This report summarizes the eight open houses held in the communities in January. These meetings gave citizens an opportunity to learn about rail transit on the existing rail lines and to provide comments. The comments we received will be used to guide the scope of the environmental assessment. The meetings were very well attended, with an average of 45 participants at each meeting. Many of the comments received addressed a preference between the BN and UP tracks. Most are supportive of the proposed commuter rail portion of the system and many urged the RTA to "just do it." They are waiting for the RTA to take action.

The last thing on which I would like to report is a schedule of upcoming engagements (copy on file). Board members are urged to participate. Please advise the staff if you have been requested to speak or if you know of an event at which the RTA may wish to speak. Staff is available and they have materials available for your use. The last hand-out (copy on file) is a compilation of recent newspaper articles having to do with the RTA.

LEGISLATIVE TASK FORCE REPORT

Mr. Laing said Mr. Madsen is absent today as he is attending a retreat. He said Mr. Jim Metcalf is present and is prepared to give a legislative update.

Mr. Metcalf gave the following report:

In summary, we have managed to move from the third to second floor of the Capitol. We are done dealing with the Legislature and are now awaiting gubernatorial action on the RTA initiatives. I might comment that yesterday was the 60th and last day of the regular legislative session. The Legislature failed to get a few significant pieces of legislation completed, and they were called back into session this morning at 10:00 by Governor Lowry. The consensus was that the special session will last one to two days.

Regional Transit Authority
March 11, 1994

Last week was intense and tempers were growing short; the legislators are anxious to go home.

The RTA pursued three priorities. We were getting some sense from the key legislators about RTA issues and what they are willing to push and what could wait. The three priorities we achieved action on were:

- 1) The attempt to clarify the statute saying that the RTA may proceed with offering phases of the system plan to the voters. This was achieved in SB 6491 which was approved last week in the House without amendment and has been forwarded to the Governor. I would like to take this opportunity to express our thanks to Mr. Aubrey Davis who gave us good support through the Transportation Commission.
- 2) HB 2169 authorizes the county executives to appoint themselves to the RTA Board. This was approved 1-1/2 weeks ago by the Senate without amendment and has been forwarded to the Governor. The governor has 20 days to consider these bills. If he approves them, they will become effective 90 days after the end of the session.
- 3) The supplemental transportation budget, GSB 6084 was approved earlier this week by the Senate, as amended by the House. This was a unanimous vote, which may be key. The action, as Mr. Morrison can attest, was held up several days during negotiations regarding the Governor's concerns about the bill. Whether those have been totally dealt with remains to be seen, but there is some hope the Governor will be favorable to the bill. The measure did contain an appropriation above and beyond the normal grant funds specifically provided to the RTA from the HCT account and the transportation fund, totalling \$1.5 million. Hopefully if there are disagreements over other parts of the budget, they will not impact our portion of the budget.

Those are the main efforts. Other measures of ancillary interest you might want to take a look at are HB 1928. This makes some changes in the duties of the regional transportation planning organizations, in this case the MPO, in terms of what they have to do and how they do it. It does not directly impact the RTA but if that body integrates their plans into this plan, we might want to look at that process.

With that report, I am available to respond to any questions. I think it was a reasonably good session. We found we had interest in the legislature about what we are doing and what we are about and had some support. We are seen as a key actor in the state's transportation process, and hopefully that will continue to be the case.

Mr. Morrison said I think Mr. Madsen would mention that the Legislative Task Force felt Mr. Metcalf performed admirably. Three for three is very good, he said, particularly for this session. Mr. Metcalf gave the RTA an enthusiastic presence and let the Legislature know we are at work and the wheels are turning, he stated. Mr. Laing's and Mr. Matoff's visit to

Regional Transit Authority
March 11, 1994

Olympia in the last few weeks of the session was very helpful, he noted.

Mr. Morrison said that as Mr. Metcalf mentioned, the supplemental budget bill is divided into sections. The Governor can veto some sections, he said; they are under my umbrella rather than that of the RTA.

Mr. Laing said Mr. Aubrey Davis, who is in the audience today, provided assistance to the RTA. I would like to add the thanks of the whole RTA Board, he stated. The next meeting of the Legislative Task Force will be Friday, March 25 from 10:00 a.m. to 12:00 noon, he noted.

STAFFING TASK FORCE REPORT

Mr. Laing introduced Mr. Brubaker as the new Assistant Secretary of Aeronautics of the Washington State Department of Transportation. His new office will be located at Boeing Field, he noted.

Mr. Brubaker made the following statements:

I am excited and pleased about my new position. One of my new responsibilities will be to insure that the RTA system serves the airport. The most difficult part about taking this new position is the RTA. I have been involved in this work back to the Joint Regional Policy Council (JRPC) process. This has been a time of both struggle and joy. I think I leave the RTA in good hands and with momentum. I would like to thank everyone, the RTA and the JRPC. This has been a high quality process; politics were put aside and a vision was shared. Keeping in mind the past attempts to try to do the same thing, we are light years ahead of past processes and I believe this will continue to be the case.

The Staffing Task Force met yesterday. The purpose of the meeting was to establish a process for legal services procurement. This will be a competitive procurement process, but it in no way reflects adversely on Preston, Thorgrimson or Mr. Bob Gunter. Their services have been exemplary and outstanding.

It was decided early on that a competitive process would be entered into. When this process has been completed, the task force should cease to exist. In your packet is a memorandum from the task force (copy on file). The task force yesterday took time coming up with the necessary criteria and a schedule. The request for proposals (RFP) will be printed in four basic newspapers: Daily Journal of Commerce, Everett Herald, Tacoma Tribune and The Facts. The task force will develop criteria and criteria weightings. There will be a review panel to review the responses and narrow the field. Then it will go to an interview panel. The interview panel will include members of the Staffing Task Force and the Finance Committee Chairman. The first notice will be published March 14; the second notice will be printed March 21. We will be asking that

Regional Transit Authority
March 11, 1994

proposals be returned by April 8. The panel will meet on April 11, with interviews taking place on April 14. The reference checks would take place from April 15 to 18. Second interviews would take place April 21, with a recommendation to the Board on April 22.

The RFP will be available for review at the next RTA Board meeting.

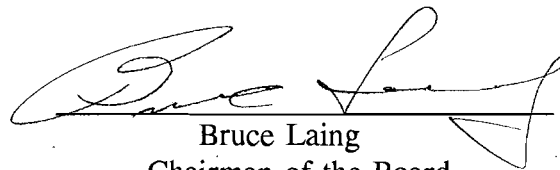
Mr. Laing thanked Mr. Brubaker for his service and said he will be missed by the Board. Mr. Brubaker said this procurement process is on a fairly fast track; I believe it is in good hands.

NEXT MEETINGS

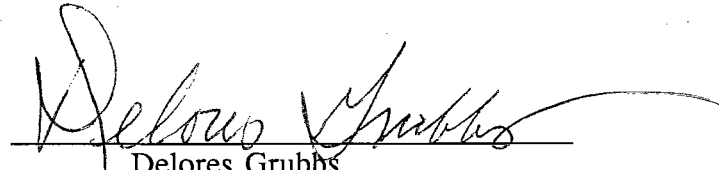
Mr. Laing said the next meeting of the RTA Board will be March 25 in the King County Council Chambers, followed by an April 8 meeting in the Snohomish County PUD Auditorium, and an April 22 meeting in the King County Council Chambers.

Mr. Laing said there will be a reception late this afternoon and early evening beginning at 5:30 p.m. sponsored by Alt Trans, the Association of Washington Cities, the Chamber of Commerce, the Regional Transit Coalition and the City of Seattle. This will be an intermodal reception for Paul Drain, Assistant Secretary for Marine Transportation; Bill Brubaker, the new Assistant Secretary of Aeronautics; and Tom Matoff, the RTA Executive Director. This reception will be held in the Dome Room of the Arctic Building at Third and Cherry.

As there was no other business, the meeting was adjourned at 2:30 p.m.


Bruce Laing
Chairman of the Board

ATTEST;


Delores Grubbs
Clerk of the Board

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